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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

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**INFORMATION REPORT**

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 14 December 1950

SUBJECT Procurement of Rail Material in the  
Berlin Railroad District

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THIS IS UNEVALUATED INFORMATION

1. The rails and ties required for track laying work are provided as follows:
  - a. Rails: 80 percent are of dismantled material welded together, the remaining 20 percent being manufactured in the Mashuette in Unterwellenborn or imported from the Western Zones of Germany. (1)
  - b. Ties: Most of them are new, only a small percentage is obtained from closed railroad lines. (2)
2. The Berlin railroad district so far in 1950 has furnished 260 km of rails, adequate for 130 km of trackage. Another 100 km of rails remain to be furnished. (3)
3. It is intended to raise the monthly welding capacity of the Koepenick (N 53/1 94) rails and ties depot to 24 km of rails. (4)

Comments:

- (1) The shortage of rails necessitates the dismantling of less important tracks, which will undoubtedly effect the overall efficiency of the Soviet Zone railroad system. [REDACTED] In the Berlin railroad district it is primarily the numerous marshaling yards that are affected by this dismantling, which is most extensive at those yards whose importance decreased after the opening of the Berlin Outer Freight Ring. In some cases the second track of railroad lines is also dismantled. [REDACTED] 25X1
- (2) According to other reports the tie situation is much more critical. [REDACTED] 25X1  
[REDACTED] There is a possibility that the Berlin railroad district is given priority in the supply of ties.
- (3) This figure seems to be too high.
- (4) Dismantled rails will be welded together in appropriate railroad shops so that they will be a standard length of 30 meters. This operation considerably reduces the life of the rails. As a result rail breakages are an everyday experience on Soviet Zone railroad lines, even on newly constructed ones.

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